



DEPARTMENT OF THE NAVY

USS MIDWAY (CV 41)  
FPO SAN FRANCISCO 96631

1983  
CV41:03:bnj  
5750  
Ser C33  
31 JUL 84

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From: Commanding Officer, USS MIDWAY (CV-41)  
To: Chief of Naval Operations (OPS-0502)

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Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS MIDWAY Command History for Calendar Year 1983

1. (U) In accordance with reference (a), enclosure (1) is forwarded.

(b) (6)

By direction

Copy to:  
Director of Naval History  
CINCPACFLT  
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USS MIDWAY (CV-41)  
COMMAND HISTORY 1983  
CAPTAIN C. R. McGRAIL, USN  
COMMANDING

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Enclosure (1)

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PART I  
BASIC HISTORY 1983

A. COMMAND ORGANIZATION

1. (U) Commanding Officer, USS MIDWAY (CV-41)

Captain C. R. McGRAIL, USN, (b) (6) 1310; Commanding Officer from 1 January 1983 to 31 December 1983.

2. (U) Commander Air Wing FIVE embarked: Commander L. J. VERNON; 1 January 1983 to 27 April 1983; Commander L. R. CANEPA; 27 April 1983 to 31 December 1983.

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## B. SUMMARY OF OPERATIONS

### 1. (U) SYNOPSIS

01 - 11 January in-port Yokosuka, Japan.

12 - 27 January conducted Refresher Training, MULTIPLEX 83-1, EMERALD CREST, CRAE and MINEX enroute Sasebo, Japan.

13 January visit by Japanese dignitaries.

17 January conducted successful BPDSMS Surface - To - Air missile shot.

28 - 31 January in-port Sasebo, Japan.

30 January an estimated 15,000 Japanese toured USS MIDWAY on MIDWAY visitor's day.

01 - 03 February Tiger Cruise conducted while enroute to Yokosuka, Japan.

04 - 24 February in-port Yokosuka, Japan.

25 February - 22 March rendezvoused with USS ENTERPRISE Battle Group off Okinawa then transited to Sea of Japan for TEAM SPIRIT 83-1.

20 March 21 distinguished visitors from Republic of Korea visited USS MIDWAY.

23 - 27 March in-port Pusan, Korea.

28 March - 24 April underway with USS ENTERPRISE battle group for transit through Tsugaru Strait to join USS CORAL SEA battle group in NORPAC for FLEETEX 83-1.

29 March Vice Admiral T. W. KINNEBREW, Deputy Commander in Chief, PACFLT visits.

30 March Rear Admiral J. W. AUSTIN, Commander Fleet Air WESTPAC visits.

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25 - 29 April in-port Sasebo, Japan.

30 April - 9 May at-sea for READDEX 83 with USS CORAL SEA Battle Group.

10 May - 01 June in-port Yokosuka, Japan.

01 June Vice Admiral C. A. EASTERLING, Commander Naval Air Force Pacific presented USS MIDWAY with its second consecutive NEY memorial award.

04 June F-4S landing accident; pilot and aircraft lost at sea.

02 - 19 June operations in the Philippine Sea/South China Sea including VALIANT BLITZ 83-1, MISSILEX, MULTIPLEX 83-3A, MINEX A/B 83-2 and culminating in Operational Readiness Evaluation 17-19 June.

13 June visit by the Honorable Michael H. ARMACOST, U.S. Ambassador to the Republic of Philippines.

20 - 30 June in-port Subic Bay, Philippines.

01 - 15 July at-sea Subic op area conducting BATTLE WEEK 83-2 with USS NEW JERSEY.

02 - 03 July visit by Mayor Richard GORDON of Olongapo City, Philippines.

16 July moored Subic Bay, Philippines for 1 day.

17 - 18 July enroute to Hong Kong.

19 - 23 July anchored Hong Kong.

24 - 25 July enroute Subic Bay, Philippines.

26 July inport Subic Bay to embark COMCARGRU ONE.

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26 July - 7 August enroute Sasebo, Japan.

8 - 10 August in-port Sasebo, Japan.

11 - 12 August TIGER Cruise conducted while enroute Yokosuka, Japan.

13 August arrived Yokosuka, Japan and conducted a dependent's cruise.

14 August - 14 October in-port Yokosuka, Japan (EISRA 83-60).

22 August annual George I. PURDY motor whaleboat race.

15 October underway for REFTRA returned to Yokosuka, Japan to anchor.

16 - 23 October underway local op areas to conduct REFTRA.

22 October Vice Admiral EASTERLING arrives to present USS MIDWAY with its second consecutive BATTLE "E".

24 October in-port Yokosuka, Japan to take on stores.

25 - 26 October enroute Sasebo, Japan while conducting REFTRA.

27 - 29 October anchored Sasebo, Japan.

30 October - 11 November operations in the Okinawa op areas and South China Sea.

12 November conducted practice anchoring in Subic Bay and returned to sea.

14 - 18 November upkeep Subic Bay, Philippines and embarked COMCARGRU FIVE.

19 - 23 November transit to Hong Kong.

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20 November F-4S aircraft lost at sea; crew survived.

24 - 28 November anchored Hong Kong.

29 November - 10 December operations in South China Sea and Okinawa op areas.

30 November IC3 Candelario FUENTES Jr lost at sea after being blown over the side by jet blast.

7 December CNO, Admiral James D. WATKINS visit.

8 December Assistant Commander of the First Marine Aircraft Wing, Brigadier General Richard A. GUSTAFSON visit.

11 - 27 December in-port Yokosuka, Japan for predeployment upkeep and preparation.

23 December MIDWAY children's Christmas party.

28 - 31 December transited enroute to Subic Bay, Philippines and Indian Ocean deployment.

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FULL TEXT

~~(C)~~ USS MIDWAY (CV-41) began 1983 with upkeep inport Yokosuka, Japan. On 12 January USS MIDWAY departed Yokosuka to conduct refresher training. On 12/13 January Japanese distinguished visitors including Rear Admiral HAGASHIYAMA, Commander Fleet Airwing visited USS MIDWAY. From 17 through 21 January CV-41 participated in MULTIPLEX 83-1, EMERALD CREST and a Combat Readiness Exercise while operating in OKINAWA operating areas R-179 and W-173. During 25 and 26 January, while in the vicinity of CHEJU-DO Island, Republic of Korea, USS Midway conducted MINEX B-83-1AK with the ROK Navy.

(U) USS MIDWAY entered port at Sasebo, Japan on 28 January. 30 January was designated MIDWAY Visitor Day and an estimated 15,000 Japanese from Sasebo and Southern Japan toured the ship. On 01 February USS MIDWAY departed Sasebo embarking the sons of the ship's men and officers for a three day TIGER CRUISE to Yokosuka.

~~(C)~~ Following the Yokosuka port call on 25 February, CV-41 entered the East China Sea to rendezvous with the USS ENTERPRISE Battle Group off Okinawa. The two Battle Groups then commenced a transit via the Tsushima Strait into the Sea of Japan for participation in TEAM SPIRIT 83-1. TEAM SPIRIT is an exercise designed to train U.S. and Korean Forces in joint operations. It includes participation by all branches of both country's armed services. TEAM SPIRIT was marked by extensive night and inclement weather operations during which MIDWAY/CVW-5 flew over 515 sorties in support of exercise and real world missions. Soviet airborne and surface units maintained constant surveillance of the carrier battle groups during this exercise. On 20 March, 21 distinguished visitors from South Korea paid a visit to USS MIDWAY. Among the visitors were Vice Admiral CHOI, Commander, ROK Naval Fleet; Mr. CHO, Mayor of Pusan; Mr. James B MANGOR, First Secretary, Embassy of the United States; and various other Korean military and civilian dignitaries. At the completion of TEAM SPIRIT, CV-41 made a port call at Pusan, Republic of Korea from 23 through 27 March. On 28 March, USS MIDWAY was underway from Pusan. While in the Sea of Japan, USS MIDWAY was visited on 29 March by Vice Admiral KINNEBREW, Deputy Commander in Chief, U. S. Pacific Fleet; and on 30 March by Rear Admiral AUSTIN, Commander Fleet Air, Western Pacific.

~~(C)~~ USS MIDWAY and USS ENTERPRISE Battle Groups exited the Sea of Japan through the Tsugaru Strait on 30 March to rendezvous with the USS CORAL SEA Battle Group in NORPAC for FLEETEX 83-1. This was the largest exercise to be conducted in the Northern Pacific in recent history. FLEETEX 83-1, a combined U. S. Navy and Air Force exercise, took place along the Aleutian Islands and involved a great deal of coordination and planning. All ships and aircraft operated day and night in high seas and cold, constantly changing, inclement weather. To maintain an around-the-clock operational posture, CV-41 was designated the "RED" carrier which meant night and day working hours were reversed for the crew of the ship and airwing. On 13 April, and at the height of the exercise, USS MIDWAY was visited by National news media representatives as guests of CINCPACFLT. Soviet airborne and surface surveillance, although not as intensive as anticipated, continued throughout the exercise.

~~(C)~~ FLEETEX 83-1 ended 18 April with the departure of the USS ENTERPRISE Battle Group toward its return transit to EASTPAC waters. In company with USS CORAL SEA Battle Group, USS MIDWAY transited to the Sea of Japan via the Tsugaru Strait. USS

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MIDWAY arrived Sasebo, Japan on 25 April for a five day port visit.

- ~~(C)~~ USS MIDWAY got underway from Sasebo on 30 April to participate in Phase I of READEX 83 which included a MINEX off Chinhai, Republic of Korea. On 3 May USS MIDWAY Battle Group rendezvoused with USS CORAL SEA Battle Group in the Yellow Sea/East China Sea for the final phase of READEX 83. CV-41 commenced a transit to Yokosuka on 5 May, conducting a successful OPRE enroute. CV-41 returned to Yokosuka for upkeep on 10 May. While in port Yokosuka, Vice Admiral Crawford A. EASTERLING, Commander Naval Air Force Pacific, and Captain Maury A. NOTCH USN, Ret. visited CV-41 on 1 June. While aboard he presented USS MIDWAY with its second consecutive Captain Edward F. NEY Memorial Award and, also presented the COMNAVAIRPAC Maury A. NOTCH Laundry/Dry Cleaning Excellence Award for 1983.
- ~~(C)~~ On 2 June, USS MIDWAY departed Yokosuka for 18 days of operations in the Philippine Sea and South China Sea. Visitors during this at-sea period included television newscasters from Tokyo, Japan on 4 June and Colonel Eschelman, G-4 III Marine Air Force on 9 June. At 1316Z on 4 June, while operating off Southern Japan an F-4 Phantom, assigned to FIGHTER SQUADRON ONE SIXTY-ONE (VF-161) aboard the USS MIDWAY, crashed into the flight deck while landing and went into the water. The pilot LTJG Stephen MARTONE was lost at sea. The RIO LCDR ~~(b) (6)~~ ejected safely and was recovered by a helicopter of HELICOPTER COMBAT SUPPORT SQUADRON ONE (HC-1) DETACHMENT TWO, also aboard CV-41. Operations during this underway period included participation in an amphibious assault exercise VALIANT BLITZ 83-1 in the Okinawa operating areas, a BPDSMS MISSILEX, MULTIPLEX 83-3A, and MINEX A/B8-2.
- ~~(C)~~ Upon completion of operations in the Philippine Sea USS MIDWAY transited the Bashi Channel into the South China Sea. On 13 June the Honorable Michael H. ARMACOST, U.S. Ambassador to the Republic of Philippines paid a visit to CV-41. From 17-19 June USS MIDWAY was graded during the Operational Readiness Evaluation. The ship was evaluated in all areas of operations, receiving an overall grade of outstanding. On 20 June CV-41 arrived in-port Subic Bay Philippines for ten days of upkeep and liberty.
- ~~(C)~~ USS MIDWAY put to sea on 1 July and on 2-3 July was visited by Olongapo City Mayor, Richard GORDON. Commencing on 5 July and lasting through 11 July USS MIDWAY Battle Group participated with the USS NEW JERSEY in BATTLEWEEK 83-2. From 12 July through 18 July CV-41 was in the South China Sea evading tropical Storm VERA which ultimately intensified into a typhoon. USS MIDWAY anchored at Hong Kong on 19 July. CV-41 departed Hong Kong on 24 July and made a direct transit to Subic Bay for a one day stop to embark COMCARGRU ONE. USS MIDWAY departed Subic Bay on 26 July enroute to Sasebo Japan.
- (U) USS MIDWAY arrived inport Sasebo, Japan for weapons off load on 8 August and departed for Yokosuka, Japan on 11 August. Upon arrival Yokosuka on 13 August, USS MIDWAY conducted a Dependent's Cruise which included friends of MIDWAY and other distinguished guests. Commencing on 14 August USS MIDWAY entered into an Extended Incremental Selected Restricted Availability (EISRA 83-60) inport Yokosuka, Japan.
- ~~(C)~~ Upon completion of EISRA 83-60, USS MIDWAY got underway on 15 October for Refresher Training (REFTRA). That same night CV-41 returned to Yokosuka to anchor and effect repairs to a leaking propeller shaft packing gland. The following morning USS MIDWAY was again underway for REFTRA. On 22 October Vice Admiral Crawford A. EASTERLING arrived onboard to present USS MIDWAY its second consecutive COMNAVAIRPAC Battle Efficiency (Battle "E") award. On 24 October, USS MIDWAY

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returned to Yokosuka, Japan to load the Air Wing and take on stores. USS MIDWAY was underway for Sasebo Japan on 25 October and completed REFTRA while enroute. CV-41 arrived Sasebo, Japan on 27 October. After completing a weapons loadout and three days of liberty, USS MIDWAY got underway on 30 October for operations in the Okinawa operating areas and South China Sea. During this operating period CV-41 conducted numerous exercises including a WASEX, ASMDEX and an AAWEX. On 12 November USS MIDWAY conducted a precision anchorage in Subic Bay, Philippines then returned to the Subic Operating Areas. USS MIDWAY returned to Subic Bay for upkeep and liberty, and to embark COMCARGRU FIVE on 14 November.

~~(C)~~ From 19 through 23 November while transiting to Hong Kong, CV-41 encountered heavy seas which resulted in damage to the starboard sponson and accommodation ladder. At 1028Z on 20 November an F-4 Phantom, assigned to FIGHTER SQUADRON ONE SIXTY-ONE (VF-161) aboard the USS MIDWAY crashed in the sea while being diverted to Cubi Point Naval Air Station, Subic Bay, Philippines. Both the pilot LT (b) (6) and RIO LCDR (b) (6) ejected and were recovered by a helicopter of HELICOPTER COMBAT SUPPORT SQUADRON (HC-1) DETACHMENT TWO, also aboard CV-41. On 24 November USS MIDWAY arrived at anchorage in Hong Kong. During the port visit, numerous groups toured USS MIDWAY including students from the German Services International School and the Hong Kong Polytechnic Marine Engineering School. Additionally, one hundred employees of the Hong Kong American Consulate visited the ship. During the night of 24 November, high winds and rough seas caused USS MIDWAY to drag anchor. The duty section got the ship underway and repositioned in the anchorage without incident.

~~(C)~~ USS MIDWAY weighed anchor on 29 November and proceeded to the Subic operating areas. While conducting night flight operations on 30 December, IC3 Candelario FUENTES Jr. was blown overboard by jet exhaust. An immediate rescue attempt as well as an extensive 2 day search by Battle Group units failed to recover IC3 Fuentes. On 01 December CV-41 successfully fired its BPDSMS in MISSILEX 84-1. The following two days were involved in honing the Air Wing's mine warfare skills during MINEX A/B.

~~(C)~~ USS MIDWAY transited north through the Bashi Channel on 4 December and arrived in the Okinawa operating area the following evening. On 7 December Admiral James D. WATKINS, CNO visited the USS MIDWAY Battle Group. During his talk with the crew he announced that Battle Group Alfa would have an abbreviated port call in Yokosuka then transit into the Indian Ocean to relieve the USS RANGER on station. On 8 December CV-41 Brigadier General Richard A. GUSTAFSON, Assistant Commander of the First Marine Aircraft Wing arrived on board for a visit.

~~(C)~~ While operating off Okinawa USS MIDWAY conducted (CRAE) 84-1, CASEX 84-1, and starting on 10 December, CVW-5 commenced a squadron flyoff to Atsugi, Japan. During this underway period a major accomplishment for USS MIDWAY and CVW-5 was the completion of the Automated Carrier Landing System (ACLS) certification. USS MIDWAY arrived Yokosuka, Japan on 11 December. During the following seventeen days the men and officers of the USS MIDWAY spent much of the holiday season making hurried preparations for an extended Indian Ocean deployment. On 17 December USS MIDWAY received message notification that CV-41 had won its third consecutive Commander Naval Air Force, U. S. Pacific Food Service Excellence Award. On 28 December the USS MIDWAY slipped its mooring lines and departed Yokosuka for the Indian Ocean.

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### C. SPECIAL TOPICS

#### 1. (U) Carrier Air Wing Five Command Organization

##### a. (U) Commander Carrier Air Wing Five:

Commander L. J. VERNON; 1 January 1983 - 27 April 1983  
Commander L. R. CANEPA; 27 April 1983 - 31 December 1983

##### b. (U) Composition of Command

Fighter Squadron One Six One: 12 F-4S Phantom II

Commander R. C. WILLIAMSON; 01 January 1983 - 31 December 1983

Fighter Squadron One Five One: 12 F-4S Phantom II

Commander C. C. BUCHANAN; 1 January 1983 - 12 October 1983  
Commander C. L. ROBINSON; 12 October 1983 - 31 December 1983

Attack Squadron Nine Three: 12 A-7E Corsair II

Commander J. H. FINNEY; 1 January 1983 - 11 May 1983  
Commander D. W. IRELAN; 11 May 1983 - 31 December 1983

Attack Squadron Five Six: 12 A-7E Corsair II

Commander E. E. SHIPE; 1 January 1983 - 22 March 1983  
Commander G. S. MCDANIEL; 22 March 1983 - 31 December 1983

Attack Squadron One One Five: 10 A-6E and 5 KA-6D Intruder

Commander W. W. RADICAN; 1 January 1983 - 27 December 1983  
Commander W. A. GOUSLIN; 27 December 1983 - 31 December 1983

Tactical Electronic Warfare Squadron One Three Six: 4 EA-6B

Commander N. S. KOBLYK; 1 January 1983 - 31 December 1983

Carrier Airborne Early Warning Squadron One One Five: 5 E-2B Hawkeye

Commander L. C. RICHARDSON; 1 January 1983 - 31 December 1983

Marine Tactical Reconnaissance Squadron Three Detachment ALPHA:  
4 RF-4B

Major (b) (6); 1 January 1983 - 6 October 1983  
Major (b) (6); 6 October 1983 - 31 December 1983

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Helicopter Combat Support Squadron One Detachment Two: 5 SH-3G

Officer in Charge, LCDR (b) (6); 1 January 1983 - 31 December 1983

2. ~~(C)~~ Summary of CVW-5 Flight Hours for 1983

<u>MONTH</u>	<u>HOURS</u>	<u>TRAPS</u>
JAN	2954	1126
FEB	2517	404
MAR	3024	1332
APR	2405	988
MAY	2369	375
JUN	3298	1298
JUL	3573	1563
AUG	1326	372
SEP	2102	0
OCT	3907	1516
NOV	2918	997
DEC	2207	724
TOTAL	31,880	10,695

(U) The above summary includes figures for aircraft arrested landings (TRAPS) which will differ from the figures in annex A (Air Department). Air Department figures include all arrested landings while the above set of figures are for the Air Wing only.

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PART II  
DOCUMENTARY ANNEXES  
A. MAJOR DEPARTMENT REPORTS

1. (U) OPERATIONS DEPARTMENT

a. ~~(C)~~ Combat Information Center (CIC)

~~(C)~~ USS MIDWAY'S first underway period for 1983 commenced on 12 January. During this period CIC participated in MULTIPLEX 83-1, EMERALD CREST and a Combat Readiness Exercise (CRE) while operating in Okinawa operating areas R-179 and W-173. While operating in the Cheju-Do MODLOC, Republic of Korea, CIC'S EW module gained extensive training in tactical measures used against Soviet anti-ship missiles, including actual utilization of chaff and active ECM.

~~(C)~~ Following port calls in Sasebo and Yokosuka, Japan, CV-41 got underway on 25 February to rendezvous with the USS ENTERPRISE Battle Group off Okinawa. The two Battle Groups then commenced a transit via the Tsushima Strait into the Sea of Japan for participation in TEAM SPIRIT 83-1. During this exercise, SSC skills were enhanced by dual Battle Group operations in an area of high density shipping and close Soviet surveillance. Orange/Blue force interaction during the sea control Phase of TEAM SPIRIT provided exposure to the multifarious problems experienced in a restricted emission controlled environment. The exercise also provided excellent training for the Electronic Warfare team in command coordination and prosecution of signals in a multi-threat environment of real world and Orange Force emissions. Additionally, CIC directed ten intercepts of Soviet aircraft.

~~(C)~~ On 30 March, USS MIDWAY and USS ENTERPRISE Battle Groups exited the Sea of Japan through the Tsugaru Strait to rendezvous in the Northern Pacific with the USS CORAL SEA Battle Group for FLEETEX 83-1. This three battle group exercise was a combined U.S. Navy and Air Force effort in which air operations were conducted day and night in high seas and cold, ever changing inclement weather. During FLEETEX 83-1, which was completed on 18 April, the most extensive MIDWAY combat training effort ever recorded was documented by CIC. Following FLEETEX 83-1 the USS MIDWAY and USS CORAL SEA Battle Groups returned to the Sea of Japan via the Tsugaru Strait. CV-41 entered Sasebo, Japan on 25 April.

~~(C)~~ During the month of May USS MIDWAY participated in READEX 83 with the USS CORAL SEA Battle Group. Operations were conducted in the Yellow and East China Seas. Phase I included a Minex in the vicinity of Chinhae, Republic of Korea. The final Phase involved dual carrier operations in the Okinawa operating areas.

~~(C)~~ USS MIDWAY'S next underway period proved to be highly productive for exercising all aspects of the CIC team. During June, while conducting readiness training in the Northern Japan, Okinawa, and Subic opareas, USS MIDWAY participated in MISSILEX 83-5A, a major amphibious exercise; VALIANT BLITZ; MULTIPLEX 83-3A (including a Minex); and MIDWAY ORE.

~~(C)~~ After a Subic Bay port call USS MIDWAY participated in BATTLE WEEK 83-2 with the USS NEW JERSEY. Following BATTLE WEEK, CV-41 conducted port calls at Hong Kong, Subic Bay, and Sasebo. Despite the subsequent low tempo of operations CIC was able to maintain a high degree of readiness. Events involving WASEX, AAWEX, and

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ASMDEX were flown during the late July, early August time frame. On 14 August USS MIDWAY entered a 60 day EISRA.

~~(C)~~ On 14 October USS MIDWAY completed EISRA 83-60 and the following day the ship got underway for Refresher Training. Coming out of a two month overhaul and right into REFTRA without the benefit of a workup was handled very well by Combat. Selected CIC personnel had been brought up to speed and put back into the operational mode by attending CIC Watch Supervisor School, Track Supervisor School, and NTDS MTT during the last two weeks of overhaul. During REFTRA, CIC obtained scores of outstanding on both the training battle problem and the Training Readiness Assessment. The EW module received high marks during Refresher Training for its outstanding maintenance and training programs.

~~(C)~~ Post REFTRA operations included participation in a WASEX, ASMDEX, ASWEX and two real world TU-95 Bear intercepts. USS MIDWAY returned to Yokosuka, Japan on 11 December for 17 days of hurried preparations for the ship's early departure to the Indian Ocean. On 28 December CV-41 departed for an extended cruise to the Indian Ocean.

b. ~~(C)~~ Electronics

(1) (U) During 1983, which included Extended Incremental Selected Restricted Availability (EISRA) 83-60, the following listed ship alterations (S/A) were installed:

S/A 4859K, installed a MK 1 MOD O Landing Signal Officer (LSO) Heads Up Display (HUD) console system, which is an LSO aid designed to improve the safety and efficiency of carrier aircraft recovery operations; S/A 5456D, additional alignment outlet boxes (AOB) were installed in the bow area of the flight deck to provide inertial alignment data to an increased numbers of aircraft; S/A 5484D, installed emergency disconnect switches and signal flag halyard riding lines to reduce the probability of signal halyard entanglement and to provide a means of stopping the rotation of the AN/SPN-43A antenna in the event of such entanglement; S/A 6113D, the installation of two AS-1735/SRC UHF antennas and relocation of one existing AS-1018/URC antenna improved communications capabilities associated with the AN/URC-93 (V) 1 transceiver (LINK 4A).

(2) (U) During EISRA 83-60, repairs and certifications were completed on various equipment. The AN/SRC-16 High Frequency (HF) transceiver was completely changed out with a refurbished unit increasing the reliability of HF NTDS link capabilities. The AN/SMQ-6 weather satellite receiver antenna and pedestal were changed out with refurbished units. In October repairs and certification were completed on additional equipment. The AN/SMQ-10 weather satellite receiver system became fully operational for the first time in over three years. Harris Corp. and ship's force effected repairs. The AN/SPN-42A Automated Carrier Landing System (ACLS) was recertified for Mode 1 approaches on certain aircraft. Equipment problems and weather conditions prevented full certification. The AN/URN-20 TACAN system was recertified by FAA aircraft as well.

(3) (U) During 1983, eight additional NTDS consoles were changed out with refurbished units, bringing the total to fourteen of twenty-two consoles replaced.

(4) (U) The CCTV system was expanded to include new consoles in Air War (CIC), Flag Bridge and Primary Flight Control.

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(5) (U) An AN/SPA-25E radar repeater was installed in Surface (CIC) to augment the existing AN/SPA-74 repeater.

(6) (U) The only new installation during 1983 was the Fleet Imagery Support Terminal (FIST). The system is designed to provide the Battle Group Commander the capability to exchange current all source imagery. This was accomplished during an abbreviated port visit to Yokosuka in December.

c. ~~(C)~~ Intelligence

~~(C)~~ MIDWAY's Intelligence section comprises three divisions providing Intelligence (OZ), Cryptologic (OS), and Photographic (OP) support to the ship, airwing and embarked staffs. During 1983 this support was rated "Outstanding" in the Operational Readiness Evaluation in June.

~~(C)~~ Major events during 1983 included the installation of Fleet Imagery Support Terminal (FIST) and associated equipment. Tactical Flag Command Center is scheduled to be installed in EISRA-84. During 1983, the intelligence center (CVIC) provided support to the battle group during every major exercise CV-41 participated in, including TEAM SPIRIT 83, FLEETEX 83 and READEX. In addition, CVIC coordinated tracking and reporting evolutions involving Soviet aircraft and ships throughout the year. The most notable contacts involving Soviet units took place during a CV-41 transit into the Sea of Japan (SOJ) to participate in Team Spirit 83; during FLEETEX 83 in April while conducting NORPAC operations with the USS CORAL SEA and USS ENTERPRISE; and again, as a FLEETEX participant transiting the SOJ in late April.

(U) The Intelligence Center continued to provide support to the embarked Tactical Reconnaissance Detachment - VMFP-3. VMFP-3 is the only RF-4B configured unit in PACFLT.

~~(C)~~ MIDWAY's Naval Security Group Division has been augmented on five occasions by cryptologic personnel from various Naval Security Group activities throughout the Pacific theater. Utilizing cryptologic electronic support measures (CESM) warfare skills, these personnel, in addition to the ten Cryptologic Technicians assigned to MIDWAY, provided indications and warning (I&W) support to the ship, airwing, and embarked staff during three major fleet exercises; TEAM SPIRIT 83, FLEETEX 83-1, and MULTIPLEX 83-1. Installed early in the year, the Cryptologic Combat Support Console is designed to support OTC/CWC warfare objectives by improving the execution of electronic warfare. Through interface with TACINTEL and other SI tactical communications, CCSC provides the means for rapid direction and redirection of force cryptologic sensors. CCSC consists of one AN/UYK 20 digital processor, on AN/UYQ 23 CRT/keyboard display terminal and a mass memory disk. CCSC was installed in SUPPLOT. SIGSEC personnel from the Naval Security Group detachment at Yokosuka were embarked twice to analyze MIDWAY's COMSEC posture and conduct OPSEC training. During the year OS division SPINTCOMM personnel processed an average of 2400 messages per day. During the June Operational Readiness Evaluation OS division earned a final grade of 99.35. To improve and upgrade monitor room equipment capabilities four Kenwood R2000 HF/UHF receiver were installed. Results have been excellent.

~~(C)~~ MIDWAY's Photographic Laboratory production was the highest it's been in several years due to an 8% increase in total jobs received and completed. The Fiscal year end report for 1983 reflected 108,317 units produced. Noteworthy accomplishments this

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year were coverage of FLEET EXERCISE 83 and TEAM SPIRIT 83. In addition to the commitments for photo coverage by USS MIDWAY, the photo lab hosted and provided logistic support to a combat camera group detachment on assignment to cover these exercises. Other important events covered were the CNO'S visit in December 83, Battle Efficiency "E" competition, Dependent's Day Cruise, and a Tiger Cruise.

## 2. (U) SUPPLY DEPARTMENT

### a. (U) Stock Control Division (S-1)

(U) In January 1983 MIDWAY implemented a quality control program with the creation of the Stock Control Quality Assurance Team. The QA Team brought together the Quality Assurance efforts of S-1, S-6 and S-8 Divisions into a single organization designed to identify, and assist in the solution of problems impacting on the three divisions. The major thrust of the QA Team throughout 1983 was in the areas of the stock location and inventory validations, high priority NIS stock rescreens and receipt validations.

### b. (U) Food Service Division (S-2)

(U) During 1983, USS MIDWAY set new goals for aircraft carriers in the area of Food Service. In June she was awarded the second consecutive Captain Edward F. Ney Memorial Award and in November her third consecutive Commander, Naval Air Force, U.S. Pacific Fleet, Food Service Excellence Award. In December 1983, she was selected to represent COMNAVAIRPAC for a third consecutive year in the Ney Memorial Award Competition for 1984. The Enlisted Dining Facility went through a major facelift during the year replacing all permanent galley and EDF service equipment to allow better service to its patrons and maintain higher levels of sanitary housekeeping.

### c. (U) Ship's Store Division (S-3)

(U) The Ship's Store Division instituted a new Quality Assurance Program to ensure the check stock validity accuracy. In one eight month period the ship's laundry, part of S-3, processed over one million pounds of laundry. Winner of the COMNAVAIRPAC Maury A. Notch Laundry/Dry Cleaning Excellence Award for 1983, it is highly probable that it will again be won in 1984. During EISRA 83-60 the ship's Luxury Walk-in Store was completely renovated creating a pleasant and well lit environment. The laundry was renovated with new supports being placed under three one hundred pound washers and a new terrazo deck installed. The Ship's Store Office was re-tiled using ship's force personnel at no cost. The S-3 Berthing was completely rehabilitated. The CPO Barber Shop was closed; however, a CPO chair was established in the crew's barber shop. S-3 relinquished control over storeroom ninety-two, which was the soda storeroom, to S-8 Division and the old cigarette storeroom (forward) to S-2 Division in exchange for S-2's storeroom in the CPO Mess and Medical Berthing. Through an aggressive program of mark downs and surveys, the dead stock inventory was reduced to a manageable level. The Ship's Store will attain a 1.33 stock turn in the 1 October 83 to 31 January 84 accounting period (The first time in over four years).

### d. (u) Disbursing Division (S-4)

(U) The Disbursing Division processed between 1000 to 1500 travel claims per month and received a near zero error rate during the on-site audit examination by Personnel Support Activity, Pearl Harbor, Hawaii in September 1983. A grade of excellent was

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received during the Annual Supply Management Inspection conducted in May 1983. MIDWAY had the lowest percentage of OCR error rate out of all carriers in the Pacific Fleet. S-4 implemented its own audit team to improve pay account maintenance and reduce error rate.

e. (U) Wardroom Division (S-5)

During 1983 the Wardroom Division saw many changes. The Forward Wardroom was completely remodeled. Murals, aquariums, brass lanterns and portholes are featured in a nautical motif. Restaurant style service was initiated and the salad bar and dessert selection were expanded. Officer's berthing continued to expand. Currently, USS MIDWAY has 433 officer accommodations. Hotel services were improved and numerous heads, staterooms and bunkrooms were renovated. The MIDWAY Hilton, a four man transient VIP stateroom designed and decorated as a hotel room, was created, providing better service for guests and visiting officials. In May 1983, USS MIDWAY received the first annual COMNAVAIRPAC Dorrie P. Miller Award for Wardroom Excellence which culminated a year of outstanding service to officers and their guests. In December 1983, COMNAVAIRPAC announced that its choice for the 1984 Dorrie P. Miller Award was once again USS MIDWAY.

f. (U) Aviation Stores Division (S-6)

(U) During 1983, the Supply Department provided excellent support to all USS MIDWAY departments and squadrons of COMCARAIRWING FIVE, both while on board and on multi-sited detachments at NAF Atsugi, Japan; NAF Misawa, Japan; NAF Kadena, Japan; Osan, Korea; and NAS Cubi Point, Philippines. S-6 also provided aviation supply support to the NAF Misawa detachment that searched for the wreckage of the Korea Airlines Flight Number 007. The Aviation Stores Division received an unprecedented 97% on the Supply Management Inspection.

g. (U) Automated Data Processing Division (S-7)

(U) The ADP Division underwent the most dramatic changes in its history by moving to totally new spaces on the third deck, thereby creating larger computer operations and data entry spaces. The move also provided a more stable environment away from fantail vibrations and closer to chill water mainlines. In conjunction with this move MIDWAY installed SNAP 1 PHASE II Honeywell DPS-6 computer equipment; training in use of the system was provided by a Honeywell instructor during an eight day course.

h. (U) Storage Division (S-8)

(U) Fifteen aviation and GSK storerooms were renovated. One aviation storeroom was converted to an office. The crews berthing was also rehabilitated.

3. (U) ENGINEERING DEPARTMENT

(U) Major Casualties occurring in 1983 included ruptured tubes in 3C Boiler generating bank in October. Repair work started by ship's force was completed by SRF Yokosuka in November. Additionally, a massive lube oil leak (300 gallons per day) from Number Two Main Engine Sump was repaired by ship's force. This leak was caused by an H.P. drain line rubbing against the bottom of the tank level indicator line.

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(U) The Engineering Department underwent an OPPRE during May 1983, receiving a grade of satisfactory, and setting a new AIRPAC standard for drill effectiveness during OPPRE. The Flying Squad was evaluated as effective.

(U) The Engineering Department implemented a POA&M for heat stress and a dramatic reduction in space temperature was achieved in number 2 Engineer room (15 degree F reduction). This was achieved by correcting a long standing main steam leak on the H.P. turbine, implementing ventilation changes, cleaning the vent ducts, and by correcting various other steam leaks.

(U) During calendar year 1983, USS MIDWAY had one 60-day Extended Incremental Selected Restricted Availability (EISRA 83-60) and three 20-day Incremental Selected Restricted Availabilities (ISRA's 83-2, 83-3 and 84-1). A total of 901 jobs, which included repair work, Five Year Maintenance Plan (FYMP) and ship alterations, were completed for the Engineering Department during these availabilities. Approximately 16 million dollars were expended to accomplish these jobs.

(U) In the area of Damage Control the following significant events took place during calendar year 1983: HALON 1301 Firefighting system was installed in 1, 2 and 3 Group Firerooms and made ready for use in November. The crew received special training for HALON. All Twin Agent Systems were changed from FP 180's to the Electric 120 GPM injection Pumps. All Damage Control competitive exercises were completed with a final grade of 96.6%. The ship successfully completed the NAVAIRPAC Firefighting Assistance Team Inspection. The ship and Engineering Department passed the Maintenance and Material Management/Planned Maintenance System (3M/PMS) assist visit inspection with an overall Damage Control grade of 83.4%, for Engineering 86.3%, and 85.9% for the ship. Watertight integrity was increased through a continuing program of Watertight Door/Watertight Hatch (WTD/WTH) repair and replacement as part of FYMP. The firemain isolation capability was increased through a continuing program of major fire main valve replacement by SRF Yokosuka as part of the FYMP. The ship completed all upkeep periods without significant fires caused by repair activity hot work. A fire occurred on 19 December in VA-115 berthing, B-311-2L, which required approximately \$40,000 to repair. SRF Yokosuka contracted for repairs which were completed within one week. Zone 11 was created as an independent Flight Deck AFFF Sprinkler Zone, created from Zone 10 and 10A. The ship underwent Refresher Training in October and received a grade of satisfactory for conventional warfare for Flying Squad and repair lockers. The Damage Control Training Team was adjudged capable of conducting training.

#### 4. (U) WEAPONS DEPARTMENT

~~(C)~~ The New Year commenced with a highly successful surface to air missile shoot which took place on 17 January during MULTIPLEX 83-1. The port aft BPDMS launcher successfully fired an RTM-7E-5 missile at a TDU-24 target. During Combat Readiness Assessment Exercise (CRAE) 83-2 the Weapons Department provided the airwing with two AIM-7 and two AIM-9 missiles for a missile shoot on 20-21 January. During this exercise a total of 555 bombs, or 168 short tons of high explosive munitions and components were expended. Two major unreps with USNS KILAUEA were conducted on 23 and 26 January to rearm with 170 lifts of bombs and components, and to swap out 97 air/surface launched missiles that were non-RFI or had expired MDD/s.

~~(C)~~ The department received ammunition safety and BPDMS inspections by

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NAVSEACENPAC representatives - both inspections were graded satisfactory.

~~(C)~~ Weapons Department capability to support the ship and airwing were clearly demonstrated during TEAM SPIRIT 83-1 during the months of February and March. This multi-carrier group operation incorporated several other exercises which required support and coordination in ordnance expenditure and resupply.

~~(C)~~ On 30 April, USS MIDWAY was underway to participate in a Minex off Chinhae, Republic of Korea. During this time frame and continuing through 10 May, USS MIDWAY received a weapon's elevator assist visit by NAVSEACENPAC. Operations during this underway period also included participation in an amphibious assault exercise, VALIANT BLITZ 83-1, in the Okinawa operation areas; a successful BPDMS MISSILEX, and MULTIPLEX 83-3A.

~~(C)~~ The Weapons Department received an overall grade of outstanding during the Operational Readiness Evaluation (ORE) which was conducted 17-19 June in the Subic operating areas. The ORE tested all aspects of ships operations including several no notice missile exercises and a CRAE. While inport Subic Bay, Destructor (DST) M36 and 40 training was conducted by NOMAG Unit Nine from 21 to 23 June.

~~(C)~~ On 2 July USS MIDWAY conducted an ammunition onload with the USNS KILAUEA. From 5 to 11, July CV-41 participated with USS NEW JERSEY in BATTLE WEEK 83-2 which included MISSILEX 83-7. For this exercise the Weapons Department supplied Shrike, Standard ARM missiles, and Walleye guided weapons to the airwing.

~~(C)~~ After a 19-24 July port call in Hong Kong the Weapons Department provided ordnance for a VIP airshow. On 5 August USS MIDWAY conducted an ammunition offload VERTREP with USNS KILAUEA. In preparation for the upcoming yard period USS MIDWAY conducted a major weapons offload while anchored at Sasebo, Japan on 8 and 9 August.

(U) On 12 August USS MIDWAY was notified it had won the COMNAVAIRPAC Battle "E". Additionally, the Weapons Department was awarded the "Black W."

(U) Commencing on 14 August USS MIDWAY entered into an Extended Incremental Selected Restricted Availability (EISRA 83-60). An extensive ship's force and Ship's Repair Facility (SRF) work package was undertaken by the Weapons Department during

EISRA. This included 110 SRF jobs and 254 SFOMS jobs. The range of work performed involved a "Class B" overhaul of the BPDMS system, numerous weapon's elevator improvements, rehabilitation of ordnance jettison lockers, significant weapon's magazine modifications, and rehabilitation of many divisional spaces. In addition, G-1 Division, G-1 magazine crew, and the Weapons administration offices were relocated. Nine .50 calibre machine gun mounts with associated lockers and work benches were installed.

~~(C)~~ USS MIDWAY completed EISRA on 14 October and was underway for Refresher Training (REFTRA) the following day. For almost two weeks, all hands conducted extensive training in every aspect of ship operations. Upon completion of the final battle problem CV-41 anchored at Sasebo and conducted a major weapons onload.

~~(C)~~ Between 29 November and 12 December Fox Division completed its third successful BPDMS missile shoot during MISSILEX 84-1. Additionally, CRAE 84-1 was

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conducted 7-8 December with a total expenditure of 583 MK 82's, 32 MK 83's, and 10 MK 84's. USS MIDWAY returned to Yokosuka on 11 December 1983 to make hurried preparations for an early departure to the Indian Ocean.

#### 5. (U) COMMUNICATIONS DEPARTMENT

(U) USS MIDWAY Communications Department transmitted 63,942 messages and received 284,483 during the year. In meeting its operational commitments, the department maintained satellite and long haul, high frequency radio links with Naval Communications Area Master Stations in the Western Pacific, Eastern Pacific, as well as with naval communications stations at Stockton, CA; San Miguel, RP and Yokosuka, JA. Tactical signals by flag hoist, flashing light and semaphore received renewed emphasis in the battle group with Signals Division processing close to 6,000 messages.

(U) In February and March, USS MIDWAY participated in exercise TEAM SPIRIT 83, a dual battle group, multi-amphibious task force exercise including Republic of Korea Naval and Marine units. In March and April, USS MIDWAY participated in FLEETEX/NORPAC 83 operation, the first tri-carrier battle group operation conducted in NORPAC since World War II. Operations included a shift in communications support and operational control to COMTHIRDFLT. USS MIDWAY performed as the Communications Control Ship, Broadcast Keying Station for the Battle Force Broadcast (a newly conceived intra-battle force satellite/high frequency link providing service for up to seventy subscribers including U. S. and allied units), and Broadcast Screen Ship for the entire task force. Various ancillary exercises supported were: MULTIPLEX 83-3A, MINEX 83-4, MISSILEX 83-6 and VALIANT BLITZ 83.

(U) Through an aggressive training program, the Communications Department maintained a continual M-1 training readiness status throughout the year. Training paid off when the department received an overall grade of outstanding for both the ORE and the Command Admin Inspection. Additionally, a grade of satisfactory was received for the CMS Inspection.

(U) The Communications Department was awarded the second consecutive Communications Green "C".

(U) During 1983 all installed antennas were overhauled and new cabling for all UHF transmission lines was installed. In December the Fleet Imagery Support Terminal was installed which involved running cabling between CVIC and the Communications Center. Finally, the Communications Department Office was expanded during a refurbishment of departmental spaces.

#### 6. SAFETY/3M DEPARTMENT

(U) During 1983, MIDWAY's 3M effort continued to maintain and improve an already successful program with 862 sailors attaining 3M PQS qualification. When the COMNAVAIRPAC 3M Inspection Team conducted a 3M Assist Visit 14-17 November, providing an in-depth informal evaluation of MIDWAY's 3M program, they found the program to be among the best in AIRPAC.

(U) MIDWAY's Safety Program was evaluated in May during the Command Inspection conducted by COMCARGRU FIVE and found to be outstanding. This was followed up in

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June with the ORE conducted by COMNAVAIRPAC. In this evaluation the Safety Program was found not only to be outstanding, but also the strongest CV safety program in AIRPAC. The program has continued to build on that reputation with the incorporation of improved statistical analysis aided by an APPLE II computer system. Three safety standdowns during the last half of 1983 kept the safety awareness, and safe performance of all hands at high levels despite an intense operational tempo.

7. (U) DECK DEPARTMENT

(U) During 1983, MIDWAY conducted thirteen replenishments at sea with the following combatants: CALLAGHAN (1), HAMMOND (3), JOUETT (1), KIRK (1), KNOX (1), LEAHY (1), LOCKWOOD (1), NEW JERSEY (2), TOWERS (2).

(U) A total of sixty underway replenishments were completed with the following replenishment ships: CIMARRON (1), KILAUEA (5), MISPELLION (26), NAVASOTA (16), PASSUMPSIC (1), PONCHATOULA (2), PYRO (5), SACRAMENTO (1), WHITE PLAINS (3).

(U) Seventy-three Emergency Breakaway Drills and three Abandon Ship Drills were conducted in 1983.

(U) During the June ORE, Deck Department achieved a 96% average for all graded exercises.

(U) Deck Department, utilizing the duty section only, got the ship underway twice for drill purposes and once during the November Hong Kong inport as part of an urgent requirement to reset the anchor.

(U) On 20 June, MIDWAY moored to a buoy in Subic Bay, Republic of the Philippines.

8. (U) MEDICAL DEPARTMENT

a. (U) The following statistical data for Medical Department is submitted for 1983:

<u>MONTH</u>	<u>PHARMACY PERSCRIPTIONS</u>	<u>LAB TEST</u>	<u>X RAYS</u>
JAN	2359	1861	192
FEB	1825	1340	143
MAR	3101	3147	337
APR	3393	2821	274
MAY	2057	1598	136
JUN	3494	2640	257
JUL	5684	3101	287
AUG	1496	1140	138

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<u>MONTH</u>	<u>PHARMACY PERSCRIPTIONS</u>	<u>LAB TEST</u>	<u>X RAYS</u>
SEP	564	00	00
OCT	1290	873	187
NOV	6616	3800	354
DEC	2602	2103	253
TOTALS	34,481	24,424	2,558

<u>MONTH</u>	<u>OUTPATIENT VISITS</u>	<u>INPATIENT VISITS</u>	<u>SURGICAL PROCEDURES</u>
JAN	1104	17	10
FEB	1065	6	5
MAR	1945	49	32
APR	1882	26	24
MAY	1265	5	6
JUN	1530	25	21
JUL	2206	42	31
AUG	1488	16	20
SEP	918	0	0
OCT	1272	10	4
NOV	2214	39	21
DEC	2059	17	11
TOTALS	18,948	252	185

9. (U) DENTAL DEPARTMENT

(U) MIDWAY's Dental Department has accomplished its mission through the delivery of comprehensive oral care to the officers and men of MIDWAY, embarked Flags, Staffs and the Navy's only permanently embarked airwing, CVW-5. With a team of four dental officers and eight dental technicians, over 38,000 dental procedures were performed. In addition, plaque control and cavity prevention instructions were given and preventive stannous fluoride applications were administered as part of the ship's annual dental recall program. Utilizing a computer program developed by departmental personnel and close

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liaison with departmental/squadrons dental representatives, the number of beneficiaries not seeing a dentist at least once a year dropped from 30% in 1982 to 4% in 1983. Major material improvements included: The procurement of fiber optic handpieces; the fabrication of shelving and placement of lighting in the dental storeroom; the placement of an audio system within the patient treatment areas; the purchase of an Apple IIE computer, monitor, two disk drives and printer; and the ability to perform intravenous sedation with the procurement of a cardiac monitor/defibrillator as well as a nitrous oxide analgesia machine.

#### 10. (U) TRAINING DEPARTMENT

(U) During 1983 a total of 2791 tests were administered to MIDWAY personnel through the Training Department. MIDWAY offered 23 (3 semester hours each) college level courses through the PACE program with total enrollment of 546 and 362 completing the courses. A total of 25 (45 classroom hours each) high school courses were offered with total enrollment of 275 and 179 completing the courses. Additionally, approximately 1,800 requests for local and CONUS schools and training were processed. Also in 1983, the Training Department advanced 412 personnel to E-2 and 729 to E-3. Twenty five personnel were advanced under the provisions of the Command Advancement Program (CAP): 17 to E-4, 6 to E-5 and 2 to E-6.

(U) Finally, MIDWAY's Indoctrination Division processed 1,149 individuals through its training syllabus (2 weeks) and all personnel graduated from Cardio-Pulmonary Resuscitation (CPR).

#### 11. (U) AIR DEPARTMENT

##### a. ~~(C)~~ Statistics for 1983:

MONTH	ARRESTED LANDINGS	CATAPULT/FREE DECK LAUNCHES	JP-5 CONSUMED (GAL)
JAN	1209	1154/19	2,064,378
FEB	388	369/3	611,832
MAR	1361	1356/5	2,409,615
APR	999	1008/0	1,919,671
MAY	396	441/0	737,727
JUN	1349	1334/0	2,308,050
JUL	1446	1389/18	2,158,557
AUG	420	457/13	659,616
SEP	0	0/0	1,485
OCT	598	553/14	492,894
NOV	1018	993/4	1,719,742
DEC	763	756/3	1,395,954
TOTALS	9947	9810/79	16,479,521

##### MILESTONES:

- (1) 269,000th landing, 17 Jan 83, LTJG (b) (6) /LT (b) (6)  
(b) (6) (F-4S/VF-151)

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- (2) 270,000th landing, 26 Feb 83, LTJG (b) (6) /LT (b) (6)  
(b) (6) (E-2B/VAW-115)  
(3) 271,000th landing, 16 Mar 83, LCDR (b) (6) /LT (b) (6)  
(b) (6) (F-4S/VF-151)  
(4) 272,000th landing, 7 Apr 83, LT (b) (6) /LTJG (b) (6)  
(KA-6D/VA-115)  
(5) 273,000th landing, 7 May 83, LT (b) (6) (A-7E/VA-56)  
(6) 274,000th landing, 15 Jun 83, LT (b) (6) /LCDR (b) (6)  
(b) (6) (F-4S/VF-161)  
(7) 275,000th landing, 8 Jul 83, LT (b) (6) (A-7E/VA-93)  
(8) 276,000th landing, 1 Aug 83, LT (b) (6) (A-7E/VA-56)  
(9) 277,000th landing, 3 Nov 83, LCDR (b) (6) (A-7E/VA-56)  
(10) 278,000th landing, 3 Dec 83, LT (b) (6) /LCDR (b) (6)  
(KA-6D/VA-115)

12. (U) NAVIGATION DEPARTMENT

- A. Linear Miles Steamed: 58,571  
B. Inport Days: 180 (134 Yokosuka, 46 days in other ports)  
C. At-Sea Days: 185

13. (U) AVIATION INTERMEDIATE MAINTENANCE (AIMD) DEPARTMENT

A. Production Data

<u>POOL MONTH</u>	<u>COMPONENTS PROCESSED</u>	<u>COMPONENTS RFI'D</u>	<u>DEPARTMENT RFI RATE %</u>	<u>ROTATABLE</u>
JAN	3868	2532	65.5	95.0
FEB	2176	1399	64.2	96.5
MAR	4914	3234	65.8	95.0
APR	4459	2950	66.1	93.4
MAY	2451	1433	58.4	94.0
JUN	4091	2755	67.3	92.8
JUL	4433	2959	66.7	92.7
AUG	1910	1261	66.0	N/A
SEP	1580	1028	65.1	N/A
OCT	2805	1766	63.0	96.0
NOV	3605	2496	68.5	92.0
DEC	2914	1927	66.1	93.7
TOTALS	39,206	25,740	65.7	

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B. Ship's C-1A Data

<u>MONTH</u>	<u>FLT HRS</u>	<u>FLTS</u>	<u>ARRESTED LANDINGS</u>	<u>% OP RDY</u>
JAN	53.7	36	20	N/A
FEB	19.6	12	3	N/A
MAR	68.1	40	8	64.3
APR	0.0	0	0	55.3
MAY	31.4	16	0	N/A
JUN	53.4	28	1	N/A
JUL	39.3	29	20	N/A
AUG	36.7	18	16	N/A
SEP	45.9	21	0	N/A
OCT	63.7	26	14	95.2
NOV	47.2	28	6	60.3
DEC	57.7	31	7	85.8
TOTALS	516.7	285	95	

(U) Between 01 January and 31 March 1983, the Avionics Division completed installation of the ASM-608 IMUTS-II and ASM-608 ETS test stations and offloaded the ASM-608 IMUTS-I and STC station. The fabrication and installation of avionics shop number eleven was also completed and it now houses the IMUTS-II. Rework of the MA-2 power generating test set was completed by a NARF Alameda field team, and included replacement of the tach-generator and extensive wiring replacement/repair. Assisted by a NARF North Island field team, IM-3 Division Avionics Division personnel also performed troubleshooting/repair of five S-7 Division computers. Additionally, all avionics spaces also had new, improved lighting fixtures installed. In the General Maintenance (IM-2) Division, an annual inspection was performed on the jet engine test cell, engine test bed and deck hold-back fittings. All engine test cables were replaced or refurbished, and the fuel station monitor was repaired and calibrated. The engine test cell starting unit was also updated with the addition of a GCT-100 turbine starting unit. During this period the C-1A crew transferred Bureau Number (BUNO) 136776 to NAF Misawa and accepted BUNO 146036 from FAWPRA Atsugi. The non-destructive inspection (NDI) facility received a new magnetic particle inspection machine. Additionally, existing NDI X-Ray equipment and spaces were also rehabilitated. During this time frame new SLEP configured A/S32A-33 aircraft spotting dollies and the A/M27T-3 hydraulic power supplies for D-704 buddy store troubleshooting/repair were introduced into the ship's support equipment (SE) inventory. The TYCOM Mobile Ordnance Training Team visit took

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specific note of the high RFI rates for HLU-196's, attributing such availability to "an aggressive ongoing preventative maintenance program." A comprehensive departmental wide review of the F/A-18 support site activation data package was conducted. Expert recommendations resulted in the early development of scooping documents depicting the planned arrangement of departmental spaces and test stations in support of the upcoming F/A-18 and E-2C transition.

(U) Between 01 April and 30 June 1983 AIMD achieved the lowest "in-house" production backlog in over three years (264 items). While AIMD focused maximum effort on production in support of the heavy operational commitment inherent to MIDWAY's continuous overseas assignment and frequent airwing operations at isolated ashore sites in Korea, Japan, Okinawa and in the Philippines, other areas attest to successful management attention as well; a grade of "Outstanding" was received during the April NALC Annual Audit of calibration lab procedures/capabilities, the COMFAIRWESTPAC Material Condition Inspection was completed in June with a grade of "Satisfactory," the June ORE was successfully completed with no material deficiencies noted in AIMD, and the MIDWAY Command Inspection found AIMD to be "ready in all respects for continued successful support of the Airwing." During this time frame AIMD completed major depot level rework of the EA-6B van complex, a task normally accomplished during a carrier's post-deployment turnaround cycle, and also upgraded and reworked numerous test benches.

(U) Between 01 July and 30 September 1983, during the July/August EISRA yard period, four major divisional spaces were rearranged and totally refurbished including major updating of the department's production/material control facilities, quality assurance and the administrative/office spaces. During this yard availability period, AIMD accomplished over 2000 man days of classroom professional training and over 2500 man days of TAD support for Airwing detachments at NAF Atsugi, NAF Misawa and NAS Cubi Point. In September, AIMD had it's first COMNAVAIRPAC Intermediate "I" Level Maintenance/Management Advisory Team Inspection. The department was found to be "satisfactory in all respects and ready for any and all operational tasking."

(U) Between 01 October and 31 December 1983: the AIMD Naval Oil Analysis Program (NOAP) Laboratory completed all validation requirements for its annual renewal certification. The COMNAVAIRSYSCOM F/A-18 support site activation team reconvened on board during MIDWAY's port call in Subic to rectify/clarify various transition problems identified during the earlier site activation/phased support meeting. In December, the annual wall-to-wall inventory of Individual Material Readiness List (IMRL) items, consisting of 2900 line items worth in excess of 46 million dollars, was completed.

(U) During 1983, the calibration workcenter processed in excess of 8000 items of test and measurement equipment which are not reflected in the overall departmental production quantities. The SE Division has also maintained during the year an SE issue effectiveness rate in excess of 97 percent with no lost sorties due to non-availability of yellow gear. As final testimony, for the entire year the department also achieved a net first term reenlistment rate of 65 percent, a 100 percent second term rate and a 100 percent career rate.

#### 14. (U) MARINE DETACHMENT

(U) In early January the Marine Detachment concentrated on upkeep of the area,

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guard classes, and PT. On 6 January, the newly joined Marines began their guard training. On 10 January, Essential Subjects Training began for the upcoming 21-22 JAN EST test. Subjects taught were first aid, .45 caliber pistol, and the M-16A1 rifle. On 23 January, a six month guard recertification test was conducted and on 25 January a promotion board, rifle inspection, and Indoctrination Brief for new members of the ship's company was presented.

(U) The Marine Detachment provided a ceremonial squad and color guard for ceremonies welcoming the Mayor of Sasebo and other dignitaries during the Sasebo, Japan port visit which started on 28 January. On the 30th of January, the Marines set up a static display of weapons and equipment for an estimated 15,000 Japanese visitors. The ceremonial drill team performed for fifty Japanese officer's wives on 31 January. Departing Sasebo on 1 February MIDWAY'S transit included a 3 day Tiger Cruise while enroute Yokosuka. The Marine Detachment provided a drill performance, weapons and equipment briefings and a live fire demonstration including participation by the Tigers.

(U) On 18 February, the inspection team representing the Commanding General, Fleet Marine Force, Pacific inspected the Marine Detachment. The team was headed by Colonel (b) (6) Force Inspector and Major (b) (6) Assistant Force Inspector. From 21-24 February, the Marine Detachment underwent its annual requalification training with the .45 caliber pistol at the Yokosuka Naval Base pistol range. 65 of 66 Marines qualified.

(U) On 19, 20, and 21 March, members of the Marine Detachment completely instructed, trained, and certified the new members of section one of the Ship's Security Augmentation Force. On 22 March, the Marines provided a Color Guard for VA-56 change of command ceremony. On 23 March, the MIDWAY moored in Pusan, Korea and the Marines set up a static display of weapons and equipment for visitors. On 29 March, Vice Admiral Thomas W. KINNEBREW, Deputy Commander in Chief, U. S. Pacific Fleet, visited the Marine Detachment berthing area. On 30 March, Rear Admiral James W. Austin, Commander Fleet Air, Western Pacific also visited the Marines.

(U) On 12 April, the MIDWAY held a memorial service for Lieutenant Commander Harvey E. BALL and his ashes were committed to the sea. The Marine Detachment provided an honor platoon, a color guard, and a ceremonial firing detail. Media representatives, guests of CINCPACFLT visited the MARDET spaces on the 17th.

(U) On the 19th and 20th of April the Marines held a promotion board and Guard Certification Board. On the 21st, the Commanding Officer held a class with all the Corporals and Sergeants of the Guard to critique response procedures to security alarms. April 22 and 23rd, the Marines became CPR qualified by the ship's medical department. The Marines provided a color guard and ceremonial squad for official festivities upon mooring in Sasebo, Japan on 25 April.

(U) On 09 May the MIDWAY began a Yokosuka inport period. On the 11th, the Marines provided a color guard for the VA-93 change of command. On the 13th, the Commanding Officer and Guard Chief left for Subic Bay to lay the preliminary ground work for the fall deployment to Subic Bay. On the 19th, the Commanding Officer and Guard Chief returned from the Republic of the Philippines.

(U) On June 4th a group of TV newcasters from Tokyo toured the MARDET area. On

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9 June, Colonel (b) (6) III MAF G-4 visited. On 11 June a memorial service was held for LTJG Stephen Mark MARTONE. The Marines provided a color guard, ceremonial platoon, and ceremonial firing detail for that service.

(U) On 13 June, the U.S. Ambassador to the Republic of the Philippines, the Honorable Michael H. ARMACOST, toured the MARDET area. The Marines underwent ORE with the MIDWAY on 17 - 19 June 1983. On the 20th, the MIDWAY moored in Subic Bay. The Ship's Detachment Supply Officer from Marine Barracks, North Island conducted his annual inspection of the Marine Detachment supply account and awarded a grade of outstanding.

(U) On 4 July 1983, Mayor Richard Gordon, Mayor of Olongapo City toured the Marine Detachment berthing area.

(U) Classes for the recertification test were given on the 5th. Classes included all aspects of the guard force. On the 12th and 13th of July, the final MCI examination on the M-60 Machinegun was given to both squads. On the 29th of July a change of command took place, Captain Charles W. MOORE was relieved by First Lieutenant Aaron E. WELCH.

(U) On the 18th of August, the First Squad of the Marine Detachment went TAD to Subic Bay, Republic of the Philippines for three weeks of field training. The First Squad attended Jungle Environmental Survival Training (JEST) 29-30 August. In September both squads were involved in field exercises at Subic Bay. Frontal assaults, single envelopments and patrolling were conducted by the First Squad.

(U) The Second Squad requalified on the rifle range, and attended the Jungle Environmental Survival Training course. On the 14th of September the First Squad had an accidental discharge in the Guard Office. Corporal (b) (6) was wounded in the chest by one .45 caliber pistol round fired by Corporal (b) (6). Corporal (b) (6) was hospitalized and fully recovered.

(U) First Lieutenant (b) (6) and the Second Squad completed training in Cubi Point, Republic of the Philippines and all the Marines returned to Midway on 3 October 1983. At 1300, Sunday, 9 October, a 30 man platoon of the USS MIDWAY Marines marched in a 3 mile parade commemorating Navy Day. On the same day, the Marine Detachment participated in the final Sunset Parade of the season held at Marine Barracks, Yokosuka, Japan.

(U) On 22 October the Marine Detachment provided two gun crews to man one of the newly installed .50 caliber machineguns. On the same day the Marine Detachment participated in the Battle "E" awards ceremony in which Vice Admiral C. A. EASTERLING presented the second consecutive Battle "E" to USS MIDWAY.

(U) On 25 October 1983, the Marines had to evacuate their spaces due to a fire in an uptake space passing through the Marine Detachment berthing area. The Marines responded by safely evacuating all arms and ammunition while still maintaining security.

(U) The beginning of November saw the Marines Detachment resuming their primary mission aboard the USS MIDWAY. On 10 November, the Marines of the USS MIDWAY celebrated the 208th Marine Corps Birthday. The Marine Detachment joined the Marines

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of Reconnaissance Squadron VMFP-3 to commemorate the occasion. The Marines formed on the mess decks in company with the guest speaker, Captain C. Flack LOGAN, USN, Executive Officer, USS MIDWAY.

(U) On 12 November, the USS MIDWAY pulled into Subic Bay to practice anchoring and during this time, a hostile helo drill was held in which the Marines responded and repelled the helo with assistance from the Ship's Security Augmentation Force and flight deck personnel manning firehoses with suicide nozzles. During the hours of daylight, security intrusion drills were run with both people and packages and successfully countered. At night on 14 and 15 November, hostile swimmer drills were run with the assistance of Special Boat Unit One. The USS MIDWAY launched her picket boat carrying a full crew, including three Marines. The Marines were aided in detection of the swimmer by the Ship's Security Augmentation Force and by night vision devices provided by the Communications Department.

(U) At 1730, 16 November, the Marines of the USS MIDWAY assembled at the Staff Noncommissioned Officers Club, Subic Bay, Republic of the Philippines for the Marine Detachment's celebration of the Marine Corps' 208th Marine Corps Birthday Ball. The Drill Team under the command of Corporal (b) (6) gave a flawless performance for the honored speaker Captain C. R. McGRAIL and guests of the Marine Detachment. At 1830, Adjutant Call sounded and the ceremony began. The oldest Marine present, First Sergeant (b) (6) received the second piece of cake and the youngest Marine present Private First Class (b) (6) received the third piece of cake.

(U) The day of 23 December was qualification day for the Close Combat pistol course.

(U) The USS MIDWAY got underway on 18 November 1983. Accompanying the Marine Detachment were three Marines from Marine Barracks, Subic Bay Naval Base, Republic of the Philippines. These Marines having been chosen as outstanding Marines by their unit were afforded the opportunity to see what shipboard life was like as well as a visit to Hong Kong and Yokosuka, Japan.

(U) On 4 December, a memorial service was held for IC3 Candelario FUENTES who was lost at sea on 30 November. The Marine Detachment provided a eight man firing detail under the command of Corporal (b) (6) and a color guard under the command of Corporal (b) (6). On 19 December, a fire in the VA-115 crew berthing compartment caused the evacuation of the Marine Detachment berthing area as well as the armory. The fire was caused by an electrical short in a compartment that had just been freshly painted. Although there was extensive damage to the adjacent compartment, there was no damage to the Marine Detachment area. Seventeen Marines fired on the Close Combat pistol course. On 27 December, the Marine Detachment provided a color guard for the change of command of VA-115. On 28 December 1983, the USS MIDWAY (CV-41) was underway for the Indian Ocean. Aboard for the transit from Yokosuka, Japan to Subic Naval Base, R.P. were six Marines from Marine Barracks, Fleet Activities Yokosuka, Japan. The boarding of the Barracks Marines was part of the Marine Detachment's efforts to allow deserving Marines to experience different aspects of the Marine Corps and to reward them for a job well done.

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B. PHOTO HISTORY  
(Photos are in separate enclosure)

<u>Date</u>	<u>Photo No.</u>	<u>Occasion</u>
12 Jan 83		Visit by VIP's from Yokosuka, Japan.
28 Jan 83		Formal welcoming by the people of Sasebo, Japan to the USS MIDWAY.
31 Jan 83		Japanese Maritime Self Defense Force visitors during Sasebo in-port.
01 Feb 83		Mayor of Sasebo escorted aboard by Captain McGrail.
01 Feb 83		Tiger Cruise participants arrive on board.
16 Mar 83		Arrival of Commander Combat Air Command, Republic of Korea Air Force, Lieutenant General Jae Yun Kim, and seven Korean Staff Officers.
20 Mar 83		Distinguished Korean visitors including Rear Admirals Park and Kim of the Republic of Korea Navy.
29 Mar 83		Vice Admiral Kinnebrew and Rear Admiral Brown, onboard USS MIDWAY.
30 Mar 83		Captain McGrail greets Vice Admiral Austin, COMFAIRWESTPAC.
26 Apr 83		Japanese visitors tour MIDWAY.
13 Jun 83		Captain McGrail gives tour of the flight deck to U.S. Ambassador to the Republic of the Philippines, the Honorable Michael H. Armacost and his sons.
02 Jul 83		Mayor Richard Gordon of Olongapo City, Republic of the Philippines and Rear Admiral Brown.
09 Jul 83		Visit by Commodore Paul D. Butcher, CTF Seven Three.
11 Jul 83		Major General Burns USAF, Commander 13th Air Force and Rear Admiral Brown.
07 Aug 83		Distinguished guest from Sasebo, Japan arrive onboard USS MIDWAY.

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22 Oct 83	Visit by Vice Admiral Easterling, COMNAVAIRPAC.
23 Nov 83	Visit by the Hong Kong Office of the U.S. Defense Liaison.
07 Dec 83	Admiral Watkins, Chief of Naval Operations arrives onboard USS MIDWAY.
08 Dec 83	Brigadier General Gustafson is greeted by Rear Admiral Brown.

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